

JOURNEY TO WORK AND JOURNEY TO SCHOOL, MAY 1970

PRELIMINARY STATEMENT

Reference No. 17.4

In May 1970 a survey, based on the quarterly population survey sample (a one per cent sample of households), was conducted throughout Australia in order to obtain information about the principal means of transport by which employed persons travelled to work and full-time students travelled to school, university or other type of educational institution, the time at which they usually left home, and the time they usually spent on the journey.

2. This statement contains only a summary of the more important results of the survey. More detailed estimates will be published in a bulletin to be issued as soon as possible.

Journey to work

3. The results of the survey indicate that in May 1970, of 4.21 million persons in Australia who travelled to work, 2.64 million, or 62.8 per cent, travelled by car, either as drivers or passengers, 11.1 per cent travelled by bus, 10.5 per cent by train, and 10.0 per cent walked. The proportion of persons travelling to work by car varied between 58.4 per cent in New South Wales and 70.3 per cent in South Australia. Outside the capital cities the proportion travelling by car was generally higher, averaging 71.0 per cent, while within the capital cities it averaged 59.1 per cent.

4. One-third (34.1 per cent) of all persons travelling to work took less than 15 minutes over the journey. Of persons living in the capital cities, however, only one-quarter (23.7 per cent) took less than 15 minutes, whereas of persons living outside the capital cities, considerably more than half (57.5 per cent) were able to make the journey in this time.

Another third (30.5 per cent) of all persons took between 15 minutes and half an hour over the journey and one-third (34.8 per cent) took half an hour or more. Of persons living in the capital cities, 43.4 per cent took half an hour or more over the journey, whereas for persons living outside these cities the figure was 15.7 per cent.

5. 1.65 million persons (39.3 per cent) left home regularly before 7.30 am, a further 1.6 million (38.1 per cent) left regularly between 7.30 and 8.30 am, while 0.9 million (21.0 per cent) left regularly at 8.30 or later.

Journey to school, university, etc.

6. Of almost 2.8 million full-time students who travelled to schools, universities or other educational institutions, 43.5 per cent walked, 25.7 per cent travelled by bus and 15.7 per cent went by car. Children of different ages had significantly different travel patterns. More than half of those aged 5-9 years walked to school, and about one-fifth were taken by car. In the higher school ages there was an increasing use of public transport, 45.9 per cent of pupils aged 13 and 14, and 47.5 per cent of those aged 15, 16 and 17 travelling by this means. At ages 18 and 19, 20.4 per cent of full-time students drove cars and at ages 20 and over the proportion was 46.0 per cent.

7. Over half the journeys to schools, universities or other educational institutions were of short duration (less than fifteen minutes); nevertheless, about 513,000 full-time students, or 18.5 per cent of the total, had journeys lasting half an hour or more.

EXPLANATORY NOTES

8. Although the sample used for the survey was designed primarily to give estimates for Australia as a whole, separate estimates for States have been shown wherever possible. However, because of high sampling variability (see paragraph 15 below) a number of figures have had to be suppressed, particularly for the smaller States.

9. There are considerable differences between the travelling arrangements of persons living in the capital cities and those of persons living in other areas. For this reason, estimates have been made, for each of these areas, of the proportions of persons using different methods of travel to work (Table 2) and the proportions of persons whose journeys were of various specified durations (Table 4).

Population coverage

10. The survey covered all persons aged five years and over, except members of the permanent armed forces, national servicemen enlisted in the Regular Army Supplement and certain diplomatic personnel customarily excluded from census and estimated populations. Questions were not asked of patients in institutions such as hospitals and sanatoria, and inmates of gaols, etc., for whom, for the purposes of the survey, the institution was regarded as their dwelling. The journey to work questions were not asked of persons permanently unable to work, or of persons who were not at work during the survey period. The journey to school questions were asked of all persons in the age group 5 to 14 years, as well as all other persons aged 15 and over whose main activity during the survey period was reported as attendance at a school, university, etc.

Definitions

11. The category to which a person was assigned (i.e. working, full-time student) depended on his actual activity during a specified week. The definitions of these two categories are as follows:

Persons who worked comprise all those who, during the survey week,

(a) did any work for pay, profit, commission or payment in kind, in a job or business, or on a farm (including employees, employers and self-employed persons), or

(b) worked fifteen hours or more without pay in a family business (or farm),

with the exception of those who reported that their major activity in the survey week was attendance at a school, university, or other educational institution.

Full-time students who travelled to school, etc. comprise all persons aged 5 to 14 years who usually travelled to school, and persons aged 15 years and over who usually travelled to school, university or other educational institution and whose major activity during the survey week was reported as attendance at a school, university, etc. Excluded are boarders at schools, etc., persons taking correspondence courses and persons who were not attending an educational institution.

12. Method of travel refers to the principal method used. Where two or more methods were used the principal method was taken as that which was used for the greatest distance. The category "other", shown for example in Table 1, includes, amongst other things, travel by taxi or as a pillion passenger on a motor cycle. Public transport refers to transport by train, bus, tram or ferry.

13. Duration of journey refers to the time taken by a person to travel from the door of his place of residence to the entrance of his place of work or school, etc.

14. Capital cities. Estimates for State capital cities relate to persons residing within the boundaries of the relevant Statistical Divisions. Explanatory notes on the delimitation of urban boundaries and maps showing the boundaries of the capital city Statistical Divisions were published in "Census of the Commonwealth of Australia, 30 June 1966 - Field Count Statement No.4".

Reliability of the estimates

15. Since the estimates in this bulletin are based on a sample, they may differ from the figures that would have been obtained from a complete census using the same questionnaires and procedures. One measure of the likely difference is given by the standard error, which indicates the extent to which an estimate might have varied by chance because only a sample, and not the whole population, was enumerated. There are about two chances in three that a sample estimate will differ by less than one standard error from the figure that would have been obtained from a comparable complete enumeration, and about nineteen chances in twenty that the difference will be less than two standard errors. A table of standard errors which is intended to be of general application is given below:

STANDARD ERRORS OF ESTIMATES

Size of estimate (Persons)	Approximate standard error of estimates		Size of estimate (Persons)	Approximate standard error of estimates	
	Persons	Per cent of estimate		Persons	Per cent of estimate
4,000	750	19	200,000	4,000	2
5,000	850	17	500,000	5,000	1
10,000	1,100	11	1,000,000	5,500	0.6
20,000	1,400	7	2,000,000	8,000	0.4
50,000	2,000	4	3,000,000	8,500	0.3
100,000	3,000	3	4,000,000	9,000	0.2

16. In the tables in this bulletin only estimates of 4,000 or over have been shown, as smaller estimates would be subject to such high standard errors (relative to the size of the estimate) as to detract seriously from their value for most reasonable uses. Although, in some cases, figures for these small components can be derived by subtraction, they should not be regarded as reliable.

17. The reliability of an estimated percentage, computed by using sample data for both numerator and denominator, depends upon both the size of the percentage and the size of the denominator. Percentages calculated from figures in this bulletin have generally somewhat lower standard errors (proportionally) than have the estimates which form the numerators of the percentages, particularly where the percentages are large.

18. The imprecision due to sampling variability, which is measured by the standard error, should not be confused with inaccuracies that may occur because of imperfections in reporting by interviewers and respondents. Inaccuracies of this kind are referred to as the non-sampling error, and they may occur in any enumeration, whether it be a full count or only a sample. Every effort is made to reduce the non-sampling error to a minimum by careful design of questionnaires, intensive training and supervision of interviewers and efficient operating procedures.

NOTE. Any discrepancies between totals and sums of components in tables are due to rounding.

Reliability of the estimates

15. Since the estimates in this bulletin are based on a sample, they may differ from the figures that would have been obtained from a complete census using the same questionnaires and procedures. One measure of the likely difference is given by the standard error, which indicates the extent to which an estimate might have varied by chance because only a sample, and not the whole population, was enumerated. There are about two chances in three that a sample estimate will differ by less than one standard error from the figure that would have been obtained from a complete enumeration, and about nineteen chances in twenty that the difference will be less than two standard errors. A table of standard errors which is intended to be of general application is given below:

STANDARD ERRORS OF ESTIMATES

Approximate standard error of estimates		Size of estimate (Persons)	Approximate standard error of estimates		Size of estimate (Persons)
Per cent of estimate	Persons		Per cent of estimate	Persons	
2	4,000	200,000	19	750	4,000
1	5,000	500,000	17	850	5,000
0.6	5,500	1,000,000	11	1,100	10,000
0.4	8,000	2,000,000	7	1,400	20,000
0.3	8,500	3,000,000	4	2,000	50,000
0.2	9,000	4,000,000	3	3,000	100,000

16. In the tables in this bulletin only estimates of 4,000 or over have been shown, as smaller estimates would be subject to such high standard errors (relative to the size of the estimate) as to detract seriously from their value for most responsible uses. Although, in some cases, figures for these small components can be derived by subtraction, they should not be regarded as reliable.

17. The reliability of an estimated percentage, computed by using sample data for both numerator and denominator, depends upon both the size of the percentage and the size of the denominator. Percentages calculated from figures in this bulletin have generally somewhat lower standard errors (proportionally) than have the estimates which form the numerators of the percentages, particularly where the percentages are large.

TABLE 1. - ALL PERSONS WHO WORKED, BY METHOD OF TRAVEL TO WORK, MAY 1970

Method of travel to work	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust. (a)
NUMBER ('000)							
Public transport (b)	454.8	313.2	94.7	64.1	52.9	15.5	1,002.3
Train	228.3	160.3	33.6	10.3	10.0	*	443.4
Bus	212.8	78.9	60.3	51.9	42.6	14.6	468.2
Tram or ferry	13.6	74.0	*	*	*	*	90.7
Car	921.3	738.8	354.7	268.7	214.7	87.5	2,642.4
As driver	732.6	589.5	277.3	209.1	173.2	70.5	2,097.8
As passenger	188.6	149.4	77.4	59.6	41.5	17.0	544.6
Motor cycle or scooter	13.5	4.7	7.6	5.1	*	*	37.3
Bicycle	15.0	22.5	12.7	14.9	5.1	*	71.0
Walked	154.5	128.4	53.0	27.5	28.9	19.8	421.2
Other	18.9	5.4	5.0	*	*	*	36.4
<u>Total persons who travelled</u>	1,578.0	1,213.1	527.8	382.5	307.3	127.1	4,210.7
Worked at home (c)	255.1	177.9	144.6	76.5	87.1	21.8	773.1
<u>Total</u>	1,833.1	1,391.0	672.4	459.0	394.4	148.8	4,983.8

PROPORTION OF PERSONS WHO TRAVELLED TO WORK (PER CENT)

Public transport (b)	28.8	25.8	17.9	16.8	17.2	12.2	23.8
Train	14.5	13.2	6.4	2.7	3.3	*	10.5
Bus	13.5	6.5	11.4	13.6	13.8	11.5	11.1
Tram or ferry	0.9	6.1	*	*	*	*	2.2
Car	58.4	60.9	67.2	70.3	69.9	68.9	62.8
As driver	46.4	48.6	52.5	54.7	56.4	55.5	49.8
As passenger	12.0	12.3	14.7	15.6	13.5	13.4	12.9
Motor cycle or scooter	0.9	0.4	1.4	1.3	*	*	0.9
Bicycle	1.0	1.9	2.4	3.9	1.7	*	1.7
Walked	9.8	10.6	10.0	7.2	9.4	15.6	10.0
Other	1.2	0.4	1.0	*	*	*	0.9
<u>Total</u>	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) Includes the Northern Territory and the Australian Capital Territory. (b) For definition, see page 3, paragraph 12. (c) Includes persons such as farmers, persons whose residence was at the same address or attached to their place of business, and self-employed persons (e.g. T.V. repairers) who operated a business from their home, etc.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 2. - ALL PERSONS WHO TRAVELLED TO WORK, BY METHOD OF TRAVEL, CAPITAL CITIES (a)

AND OTHER AREAS, MAY 1970

(Per cent)

Method of travel to work	N.S.W.	Vic	Qld	S.A.	W.A.	Tas.	Aust. (b)
CAPITAL CITIES (a)							
Public transport (c)	36.7	30.9	28.5	19.6	21.0	19.7	30.6
Train	19.8	16.5	11.3	2.9	4.3	*	14.5
Bus	15.7	6.9	17.0	16.0	16.5	18.3	13.1
Tram or ferry	1.2	7.5	*	*	*	..	3.0
Car	53.4	58.0	63.6	69.5	69.8	64.2	59.1
As driver	43.4	46.2	49.2	53.3	56.3	51.6	47.1
As passenger	9.9	11.8	14.4	16.2	13.5	12.6	12.0
Bicycle	0.4	1.3	*	4.4	*	*	1.2
Walked	7.9	9.1	5.7	5.0	6.6	14.4	7.8
Other	1.6	0.7	1.6	1.6	*	*	1.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
OTHER AREAS							
Public transport (c)	11.7	6.7	4.9	7.1	*	6.4	8.4
Bus	8.7	5.1	4.6	5.2	*	6.2	6.7
Car	69.3	71.8	71.6	72.9	70.1	72.5	71.0
As driver	53.0	57.5	56.7	59.5	56.6	58.5	55.9
As passenger	16.3	14.3	15.0	13.4	13.5	14.0	15.1
Bicycle	2.1	4.1	4.6	*	*	*	2.8
Walked	13.8	16.2	15.4	14.8	18.5	16.5	15.0
Other	3.1	1.2	3.4	3.0	*	*	2.8
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) Statistical Divisions. See page 3, paragraph 14. (b) Figures for other areas include the Northern Territory and the Australian Capital Territory. (c) For definition, see page 3, paragraph 12.

* Based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 3. - ALL PERSONS WHO TRAVELLED TO WORK, BY DURATION OF JOURNEY, MAY 1970

Duration of journey to work (minutes) (a)	N.S.W.	Vic	Qld	S.A.	W.A.	Tas.	Aust. (b)	
NUMBER ('000)								
1-14	488.9	373.1	224.0	136.8	114.8	62.1	1,434.8	
15-29	426.9	364.4	155.0	148.5	112.1	45.9	1,283.5	
30-44	317.7	254.7	90.1	69.5	57.9	12.9	808.1	
45-59	147.2	107.9	31.3	17.9	11.9	4.8 {	321.9	
60-74	119.1	73.8	18.0	7.2	6.5		227.0	
75-89	31.6	14.6	8.4	*	*		*	51.4
90 and over	36.5	15.6		*	*		*	60.8
Time varied	10.1	9.0	*	*	*	*	23.2	
<u>Total</u>	1,578.0	1,213.1	527.8	382.5	307.3	127.1	4,210.7	
PROPORTION OF TOTAL (PER CENT)								
1-14	31.0	30.8	42.4	35.8	37.4	48.8	34.1	
15-29	27.1	30.0	29.4	38.8	36.5	36.1	30.5	
30-44	20.2	21.0	17.1	18.2	18.9	10.2	19.2	
45-59	9.3	8.9	5.9	4.7	3.9	3.8 {	7.6	
60-74	7.6	6.1	3.4	1.9	2.1		5.4	
75-89	2.0	1.2	1.6	*	*		*	1.2
90 and over	2.3	1.3		*	*		*	1.4
Time varied	0.6	0.7	*	*	*	*	0.6	
<u>Total</u>	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

(a) One way. (b) Includes the Northern Territory and the Australian Capital Territory.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 4. - ALL PERSONS WHO TRAVELLED TO WORK, BY DURATION OF JOURNEY,
CAPITAL CITIES (a) AND OTHER AREAS, MAY 1970
(Per cent)

Duration of journey to work (minutes) (b)	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust. (c)
CAPITAL CITIES (a)							
1-14	22.0	22.3	23.6	28.6	27.9	38.4	23.7
15-29	27.2	31.2	33.7	43.1	41.5	45.3	32.3
30-44	23.2	24.6	25.1	20.7	22.1	12.3	23.3
45-59	11.7	10.9	9.8	4.9	4.8	*	9.8
60-74	9.8	7.4	5.2	2.0	2.4	*	7.0
75-89	2.8	1.5	*	*	*	*	1.6
90 and over	2.7	1.4	1.5	*	*	*	1.7
Total (d)	100.0	100.0	100.0	100.0	100.0	100.0	100.0
OTHER AREAS							
1-14	50.6	62.7	65.6	60.3	68.1	56.9	57.5
15-29	26.8	25.6	24.1	24.2	20.1	29.0	26.5
30-44	13.5	7.6	7.2	9.3	8.2	8.5	10.0
45 and over	8.5	3.5	3.0	6.0	*	*	5.7
Total (d)	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) Statistical Divisions. See page 3, paragraph 14. (b) One way. (c) Figures for other areas include the Northern Territory and the Australian Capital Territory. (d) Includes persons for whom the duration of journey varied.

* Based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 5. - ALL PERSONS WHO TRAVELLED TO WORK, BY TIME OF LEAVING HOME, MAY 1970

Time of leaving home	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust. (a)
NUMBER ('000)							
Midnight - 6.59 am	444.2	211.3	121.8	52.8	41.2	10.3	887.5
7.00 am - 7.29 am	283.0	227.8	97.8	81.5	47.8	18.5	765.9
7.30 am - 7.59 am	264.1	289.9	129.5	78.3	80.9	37.9	899.0
8.00 am - 8.29 am	231.9	201.3	86.3	75.4	67.1	22.7	704.6
8.30 am - 8.59 am	169.6	159.4	40.2	48.2	35.7	20.4	485.1
9.00 am - 11.59 am	71.6	56.2	18.7	18.1	16.0	6.2	190.2
Noon - 3.59 pm	48.6	26.9	13.8	12.3	8.1	*	115.2
4.00 pm - 11.59 pm	41.2	20.7	11.9	8.4	6.0	4.0	93.8
Time varied	23.8	19.5	7.7	7.6	4.5	*	69.4
Total	1,578.0	1,213.1	527.8	382.5	307.3	127.1	4,210.7
PROPORTION OF TOTAL (PER CENT)							
Midnight - 6.59 am	28.1	17.4	23.1	13.8	13.4	8.1	21.1
7.00 am - 7.29 am	17.9	18.8	18.5	21.3	15.5	14.6	18.2
7.30 am - 7.59 am	16.7	23.9	24.5	20.5	26.3	29.8	21.4
8.00 am - 8.29 am	14.7	16.6	16.3	19.7	21.9	17.8	16.7
8.30 am - 8.59 am	10.7	13.1	7.6	12.6	11.6	16.1	11.5
9.00 am - 11.59 am	4.5	4.6	3.5	4.7	5.2	4.9	4.5
Noon - 3.59 pm	3.1	2.2	2.6	3.2	2.6	*	2.7
4.00 pm - 11.59 pm	2.6	1.7	2.3	2.2	1.9	3.1	2.2
Time varied	1.5	1.6	1.4	2.0	1.5	*	1.6
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) Includes the Northern Territory and the Australian Capital Territory.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 6. - FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, ETC. (a), BY METHOD OF TRAVEL, MAY 1970

Method of travel to school, etc.	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust. (b)
NUMBER ('000)							
Public transport (c)	360.9	182.3	113.5	60.2	62.6	37.1	829.9
Train	46.3	25.5	11.0	*	*	*	86.5
Bus	313.7	131.4	102.4	57.2	61.5	36.9	716.5
Tram or ferry	*	25.4	*	*	*	*	26.9
Car	134.9	125.5	68.7	43.9	40.7	13.3	437.6
As driver	9.3	9.9	4.2	*	*	*	31.1
As passenger	125.6	115.6	64.5	40.5	37.8	12.5	406.5
Bicycle	51.2	92.2	60.7	47.0	33.9	*	293.3
Walked	440.0	383.4	142.4	108.7	74.8	37.6	1,210.1
Other	4.5	*	*	*	*	*	12.2
Total	991.5	786.8	386.5	261.5	212.5	91.6	2,783.1

PROPORTION OF TOTAL (PER CENT)

Public transport (c)	36.4	23.2	29.4	23.0	29.5	40.5	29.8
Train	4.7	3.2	2.8	*	*	*	3.1
Bus	31.6	16.7	26.5	21.9	29.0	40.2	25.7
Tram or ferry	*	3.2	*	*	*	*	1.0
Car	13.6	15.9	17.8	16.8	19.2	14.5	15.7
As driver	0.9	1.3	1.1	*	*	*	1.1
As passenger	12.7	14.7	16.7	15.5	17.8	13.6	14.6
Bicycle	5.2	11.7	15.7	18.0	15.9	*	10.5
Walked	44.4	48.7	36.8	41.6	35.2	41.0	43.5
Other	0.5	*	*	*	*	*	0.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) For definition, see page 2, paragraph 11. (b) Includes the Northern Territory and the Australian Capital Territory. (c) For definition, see page 3, paragraph 12.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 7. - FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, ETC. (a), BY AGE AND METHOD OF TRAVEL, AUSTRALIA, MAY 1970

Method of travel to school, etc.	Age group (years)						
	5-9	10-12	13-14	15-17	18-19	20 and over	Total
NUMBER ('000)							
Public transport (b)	233.5	200.8	204.0	158.8	20.6	12.3	829.9
Train	*	17.4	23.3	28.7	8.3	5.3	86.5
Bus	227.1	178.5	173.3	121.2	10.5	5.9	716.5
Tram or ferry	*	5.0	7.4	8.9	*	*	26.9
Car	235.5	83.0	38.0	39.6	18.3	23.1	437.6
As passenger	235.5	83.0	38.0	37.0	8.6	4.3	406.5
Bicycle	59.0	107.3	82.8	43.5	*	*	293.3
Walked	672.2	320.3	117.9	90.4	6.0	*	1,210.1
Other	*	*	*	*	*	*	12.2
<u>Total</u>	1,203.3	713.2	444.1	334.4	47.2	40.9	2,783.1
PROPORTION OF TOTAL (PER CENT)							
Public transport (b)	19.4	28.2	45.9	47.5	43.5	30.0	29.8
Train	*	2.4	5.3	8.6	17.6	12.9	3.1
Bus	18.9	25.0	39.0	36.2	22.2	14.5	25.7
Tram or ferry	*	0.7	1.7	2.7	*	*	1.0
Car	19.6	11.6	8.6	11.9	38.7	56.4	15.7
As passenger	19.6	11.6	8.6	11.1	18.3	10.4	14.6
Bicycle	4.9	15.0	18.7	13.0	*	*	10.5
Walked	55.9	44.9	26.5	27.0	12.6	*	43.5
Other	*	*	*	*	*	*	0.4
<u>Total</u>	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) See page 2, paragraph 11. (b) For definition, see page 3, paragraph 12.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 8. - FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, ETC. (a), BY DURATION OF JOURNEY, MAY 1970

Duration of journey to school, etc. (minutes)(b)	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust. (c)
NUMBER ('000)							
1-14	526.7	432.9	209.7	137.0	119.1	45.3	1,507.9
15-29	263.1	221.3	107.6	79.6	51.9	26.8	761.7
30-44	109.0	83.5	41.8	29.3	18.8	11.7	297.2
45-59	40.4	25.4	14.5	11.0	9.6	4.0	105.5
60-74	30.6	15.8	9.8	*	9.4	*	71.2
75 and over	21.5	7.6	*	*	*	*	39.2
Total (d)	991.5	786.8	386.5	261.5	212.5	91.6	2,783.1
PROPORTION OF TOTAL (PER CENT)							
1-14	53.1	55.0	54.3	52.4	56.0	49.4	54.2
15-29	26.5	28.1	27.8	30.4	24.4	29.2	27.3
30-44	11.0	10.6	10.8	11.2	8.8	12.8	10.7
45-59	4.1	3.2	3.7	4.2	4.5	4.3	3.8
60-74	3.1	2.0	2.5	*	4.4	*	2.6
75 and over	2.2	1.0	*	*	*	*	1.4
Total (d)	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) See page 2, paragraph 11. (b) One way. (c) Includes the Northern Territory and the Australian Capital Territory. (d) Includes a small number of full-time students for whom the duration of journey to school, etc., varied.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 9. - FULL-TIME STUDENTS WHO TRAVELLED TO SCHOOL, ETC., (a), BY AGE AND DURATION OF JOURNEY, AUSTRALIA, MAY 1970

Duration of journey to school, etc. (minutes)(b)	Age group (years)						Total
	5-9	10-12	13-14	15-17	18-19	20 and over	
NUMBER ('000)							
1-14	794.9	406.2	169.3	120.6	9.9	6.9	1,507.9
15-29	287.7	188.4	152.0	107.9	12.8	13.0	761.7
30-44	76.7	70.9	68.5	59.3	10.7	11.2	297.2
45-59	22.1	24.1	28.0	21.7	6.0	*	105.5
60-74	15.3	14.2	17.0	16.7	4.4	*	71.2
75 and over	6.5	9.4	9.2	8.2	*	*	39.2
Total (c)	1,203.3	713.2	444.1	334.4	47.2	40.9	2,783.1
PROPORTION OF TOTAL (PER CENT)							
1-14	66.1	56.9	38.1	36.1	21.1	17.0	54.2
15-29	23.9	26.4	34.2	32.3	27.0	31.7	27.4
30-44	6.4	9.9	15.4	17.7	22.7	27.3	10.7
45-59	1.8	3.4	6.3	6.5	12.8	*	3.8
60-74	1.3	2.0	3.8	5.0	9.2	*	2.6
75 and over	0.5	1.3	2.1	2.5	*	*	1.4
Total (c)	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) See page 2, paragraph 11. (b) One way. (c) See page 3, paragraph 16.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

TABLE 10. - FULL-TIME STUDENTS (a) WHO TRAVELLED TO SCHOOL, ETC., BY TIME OF LEAVING HOME, MAY 1970

Time of leaving home	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	Aust. (b)
NUMBER ('000)							
7.00 am - 7.29 am	20.1	7.0	12.5	*	5.1	*	47.8
7.30 am - 7.59 am	93.2	59.0	60.9	17.5	25.6	8.7	270.0
8.00 am - 8.29 am	271.7	246.9	204.2	87.6	97.1	34.2	957.1
8.30 am - 8.59 am	458.6	485.5	102.0	151.4	82.6	37.0	1,309.3
9.00 am - 11.59 am	144.0	12.7	4.9	*	*	10.6	187.1
Total (c)	991.5	786.8	386.5	261.5	212.5	91.6	2,783.1
PROPORTION OF TOTAL (PER CENT)							
7.00 am - 7.29 am	2.0	0.9	3.2	*	2.4	*	1.7
7.30 am - 7.59 am	9.4	7.5	15.7	6.7	12.1	9.5	9.7
8.00 am - 8.29 am	27.4	31.4	52.8	33.5	45.7	37.4	34.4
8.30 am - 8.59 am	46.3	58.3	26.4	57.9	38.9	40.4	47.0
9.00 am - 11.59 am	14.5	1.6	1.3	*	*	11.5	6.7
Total (c)	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) See page 2, paragraph 11. (b) Includes the Northern Territory and the Australian Capital Territory.

(c) Includes 11,800 full-time students who left home regularly at other times or whose time of leaving home varied.

* Less than or based on a figure less than 4,000. See page 3, paragraph 16.

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CANBERRA, A.C.T. 2600 27 OCTOBER 1971

NOTE. Inquiries concerning these statistics may be made in Canberra by telephoning 63 9111 extension 2347 or, in each State capital, by telephoning the office of the Bureau of Census and Statistics.